

PATENT ABSTRACTS OF JAPAN

(11)Publication number : 2002-266739

(43)Date of publication of application : 18.09.2002

(51)Int.Cl.

F02P 15/08

F02B 23/08

F02D 45/00

F02P 5/15

F02P 17/12

(21)Application number : 2001-068094

(71)Applicant : MAZDA MOTOR CORP

(22)Date of filing : 12.03.2001

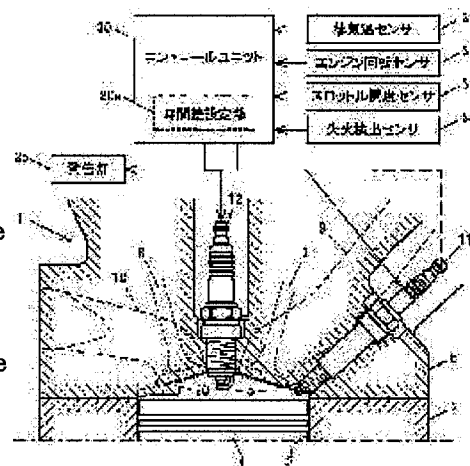
(72)Inventor : TANAKA TATSUYA
UMEHARA TAKESHI
TABATA MICHIIHIKO

(54) ENGINE IGNITION TIMING CONTROL DEVICE

(57)Abstract:

PROBLEM TO BE SOLVED: To provide a new ignition method effectively preventing knocking without lowering an output.

SOLUTION: First, an ignition plug 11 in the intake side of a combustion chamber 5 is ignited, and then a ignition plug 12 in the center of the combustion chamber 5 is ignited. By means of multipoint ignition, the intake side having a relatively low temperature in the combustion chamber 5 is ignited at first, so that combustion is slow in an early period, and rising of cylinder pressure and cylinder temperature can be suppressed to effectively prevent the occurrence of knocking. After that, the combustion chamber 5 center is additionally ignited, so that the combustion is accelerated in a latter period, and the pressure and temperature of the cylinder are rapidly raised to shorten a combustion period and prevent the lowering of the output.



LEGAL STATUS

[Date of request for examination]

[Date of sending the examiner's decision of rejection]

[Kind of final disposal of application other than the examiner's decision of rejection or application converted registration]

[Date of final disposal for application]

[Patent number]

[Date of registration]

[Number of appeal against examiner's decision of rejection]

[Date of requesting appeal against examiner's decision of rejection]

[Date of extinction of right]